

TO : MEDTC
Attn: [REDACTED]

DATE : 5 November 1973

FROM : SCR PNH

REF. NO. : SCR/PNH73157

SUBJECT : Monthly Report - October 1973

During the month of October the activity at Pochentong was basically the same as in the past but with natable improvement in some areas.

The morale of the personnel remained low and took an even lower dip due to the non-availability of sufficient rice at the official prices. The maintenance personnel still do not have sufficient serviceable uniforms (fatigues) and most do not have shoes, this in its self is causing poor morale. Additionally an often heard complaint is no messhall at the Airbase for the personnel to eat. Often times the men go without food for many hours, also valuable working hours are spent by each individual preparing a small pot of rice or whatever.

If we are going to ever be able to fully utilize the available man/hours constructively then a messhall must be made available for the personnel to use. It is difficult to concentrate on and do a good job when you are hungry.

To be ^{ABLE} to exert the maximum out-put from the Technicians on the job requires taking care of them, and improving their morale.

For the first time known to the underwriter a pre-planned maintenance schedule for aircraft undergoing (P.E.) Heavy Maintenance Inspections has been put into effect. The Maintenance Control Officer has taken a giant step in initiating this procedure. The schedule only covers three(3) types of aircraft at present but will cover entire fleet in near future. Under this plan the aircraft are programmed to be input at a specific date and released from maintenance on a specific date, if not released then the Maintenance Control Officer starts asking question, Why?. With this in effect problem areas can be pin pointed and action taken to prevent in future.

It has been reported many times in past but no action has been taken to solve the problem of communication between the different shops, sections, and flight line. Plans are now to investigate the possibly purchase an inter-com system with sufficient slave stations to alleviate the communication problem. The receipt of the Motorola Walkie-Talkie Radios helped, however, there still remains a large gap to be filled by other commo. methods.

The AGE - POL refuelers Sections are completely inundated with work with no possible way of catching up, much less staying abreast with the maintaining of this equipment with present manning and organization. It has been recommended that the KAF Headquarters AGE and Flight Line, AGE be combined to allow better control of the maintenance of the equipment.

Some facilities improvements are underway and this will be of much assistance in future when they are completed. Progress, however, slow is being made.

T-28 Section

With a total thirty two (32) T-28's in country only twenty three (23) aircraft have been available for utilization, however, the number of sorties per day have increased. The main reason for this is better sortie utilization of the aircraft that are available. This is especially true toward the latter portion of the month.

Following is a break down of T-28's out of commission at this time. Tail numbers 51-7729, 51-153647 and 51-153649 waiting for ferry flight to Thai-Am for over "8" inspection. Tail numbers 51-7831, 51-153645, and 50-205 are down for engine change. Tail number 51-7839 is down for engine change, when this is completed aircraft must be flown to Thai-Am for wing off TCTO compliance. Tail number 51-3706 is still waiting to be ferried to Thai-Am for wing off TCTO compliance.

Training in this section was temporarily suspended, these mechanics are assigned back to the fighter squadron due to the increased workload. A night shift crew of twelve (12) to fifteen (15) mechanics has been started to take care of unscheduled maintenance on the operational aircraft, to allow maximum availability for the following day. It is unknown at this time whether or not this will be beneficial to the T-28 maintenance section or not only time will tell.

The problem areas remain the same as stated in previous monthly reports, inadequate operational ground support equipment, limited hangar space, and poor lighting facilities inside hangar for night shift work. Additionally the T-28 Section has been assigned the smallest hangar. Efforts to move C-47 #105 out of hangar "6" so far has proved futile, which results in a tremendous waste of good hangar space and consequently causes the maintenance personnel to work outside the rain and hot sun.

Recommend this request again be taken up with higher authority in an attempt to obtain approval to move aircraft #105 out of hangar "6".

C-47 - AC-47 Section

Activities in this section remained busy thru-out the month. Engine problems increased somewhat, three (3) engines have to be changed for the following reasons. Aircraft 44-76765 right hand engine changed due studs broke off on blower section, suspect this engine was over boosted by operators during missions. Aircraft 43-48492 right hand engine changed due internal oil leak causing the propeller to hunt, would not hold RPM during flight. Aircraft 43-49254 right hand engine changed due excessive metal in oil screen. Some of these failures can be attributed to improper operation of the engine by maintenance personnel and flight crews. Run-up procedure sheets have been distributed to mechanics that are involved with engine run-ups. Flight crews should be instructed to adhere to correct operating procedure as stated in Flight Manuals.

Lack of adequate spare parts is still causing its share of problems, lack of spare batteries have caused delays during the entire month. This problem is further aggravated by maintenance and flight crews not using power units.

Aircraft C-47 43-49433 was destroyed by fire. The aircraft was hit by hostile fire and the aircraft was on fire when it landed at Pochontong. The aircraft possibly could have been saved if fire department reaction time was quicker and adequate fire fighting equipment was available. A request to MEDTC to bring in a Fire Fighting/Crash Crew Specialist has been approved and expect the specialist middle of November 1973.

C-47 42-93612 was down the majority of the month due excessive corrosion on the belly of the aircraft. This aircraft was previously sent to Thai-Am for this same problem but obviously poor corrective action was taken at that time. A letter has been drafted to MEDTC regarding the quality of the repair of this aircraft and hopefully it will be forwarded to parties concerned.

Several times during the month this section had three(3) to four(4) aircraft input at the same for 100 hour (P.E.) Inspection, due to manpower shortage this situation is most undesirable. Maintenance Control since, have set up a schedule as to when aircraft will be input into service, hopefully this schedule if followed will allow timely inputs and releases on time and therefor solve this problem.

C-123K Section

Three additional C-123K aircraft arrived during the month, unfortunately problems came with them. Tail number 54-0645 arrived with right hand jet door actuator inoperative. Three actuators were available in Supply however, all three(3) were unserviceable, in order to release the aircraft an actuator had to be cannibalized from another aircraft. Tail number 55-4559 (one of the aircraft that just arrived) operated only a few days when it was grounded due to damage to cargo ramp door. The ramp door actuator bracket was ripped out of the door caused by improper operating procedures by Flight Crew. Sheetmetal repair is under way as necessary parts were requested and received from Air America, Udorn and should be completed on 01 November 1973.

Aircraft 54-0578 and 56-4377 are waiting for input into Phase Inspection for several weeks now and 56-0387 has only a few hours remaining before it is input into Phase Inspection.

It has been suggested that 56-4377 be input into Phase Inspection here at Pochontong rather than wait two more weeks before it can be ferried to Thai-Am, as of the time of this writing LMAT's suggestion has been moved on by KAF for reasons unknown. It is felt that the GJT by accomplishing the Phase Inspection here would be worth considerable to the mechanics of this section.

KAF C-123 maintenance organization needs to be re-organized in order to increase maintenance productivity and proper personnel utilization. The section now is split up into individual sections or groups, for example, hydraulic section, jet engine section, reciprocating engine section, etc. This means that if, for example, there

is not any hydraulic problems on the C-123 aircraft for 2 or 3 days, the people in this section do absolutely nothing for those 2 or 3 days except sit in the shade and wait for a hydraulic leak. A hot engine mechanic must work on a recip engine and vice versa. This type of an organization is not advisable at this time due to KAP's manpower problem. This also means that the personnel are not learning anything about the other systems of the aircraft. With the shortage of personnel, the ideal situation is that the personnel learn as much and assist wherever and whenever they can.

O-1A/O-1D Section:

Overall operation of this section remains poor, routine maintenance takes entirely too long and aircraft that require test flights are not flown for days after release from maintenance. Tentative plans now are to send six (6) O-1D aircraft to Udorn for Pilot training on the 31 October 1973, however, due to poor communication with all concerned and many other problems too numerous to mention, this plan will probably have to be altered somewhat.

The aircraft repair and engine change on O-1D No. 57-2887 which collided with a T-28 last month has been completed, aircraft was finally test flown and released to operation after many delays. Three(3) engines were changed during the month for high oil consumption, it is hoped that changing the oil each twenty five (25) hours of operation will help eliminate this problem. Aircraft O-1D 57-2795 was substantially damaged when aircraft was ground looped at Pochontong. Propeller damaged beyond repair and engine has to be changed due sudden stoppage. The left main gear was ripped out of fuselage which caused major damage in the attach area. Aircraft O-1A 51-11984 was input for radio modification, this modification was completed on 29 October 1973. Aircraft O-1D 57-2908 was damaged outstation either last part of last month or this month, due to poor communications this is all the information that is known at this time.

Heavy Maintenance Section

Activities in this section remained busy as usual, however, the rate of production is still below standards. This is caused by poor leadership by the Officer in Charge and the red tape involved in processing work orders.

Engine conversion and structural inspection on C-47 44-67545 was completed, the aircraft was test flown and released for operations. C-47 960 was input into heavy service for double engine and propeller change. Also while in heavy service both main wheels and both engine oil tanks were changed, a structural inspection was also completed. This aircraft was damaged in 1971 by a sapper attack and sustained major damage to center wing and fuselage section.

The T-41 and O-1D fuselage jigs, have arrived and have been put into use. The lack of parts for T-41 aircraft has already affected the repair of T-41 70-02052, virtually all work is at a stand still due this problem.

Aircraft O-1D 57-2795 which ground looped the latter part of the month is presently installed in the jig, lack of sheetmetal manpower presents a real problem in this area and it doubtful that any work will be accomplished on this aircraft for months to come, unless a shift in personnel is complied with alleviate the shortage of sheetmetal mechanics in this section.

Aircraft Ground Equipment Section

The AGE Shop continues to be heavily loaded with work. Insufficient manpower, lack of parts lack of Tech Orders, and two separate AGE Shops all contribute to the inefficiency of this section. AGE NO. 2 located near the Flight Line is for all practical purposes useless. Equipment that is inoperative in this section sits for weeks without any type of corrective action. This creates numerous delays on the aircraft Flight Line. For an example, a C-123K that was hit by hostile fire remained out of commission for several days because all portable air compressors were out of commission.

This aircraft could have been repaired in a matter of hours if the ground support equipment was operational.

The same problems and bottle necks in this section have existed for months and unless action is taken to try and correct these problems, production in this section will always remain substandard.

AGE No. 1 Shop is undergoing renovation, progress is very slow for reasons known to all concerned. It is hoped that when this project is completed the extra shop floor space will help eliminate the existing congested area.

Training

<u>No of Students</u>	<u>Subject</u>	<u>Total Hrs</u>	<u>Kind of Training</u>
5	Valve & Ring Adjustments	10	Actual
5	Bearing & Brake Adjustments	10	Actual
4	Overhaul Master Cyl.	5	OJT
5	Lubrication & Maintenance	8	Oral
5	English Conversation	10	Oral

Sheetmetal and Associated Shops

This section remained busy as usual, following are the major items performed during the month.

1. C-47 aircraft No. 42-93812 - Corrosion at bottom RH fuselage from center to aircraft section.
2. T-28 aircraft No. 55-138366 - Collision damage repair at RH nose section of aircraft.
3. T-28 aircraft No. 51-153645 - Reinforcement of torque box panel nose landing gear.
4. O-1D aircraft No. 57-2915 - Battle damage repair at RH wing root and make temporary repair on RH upper corner of windshield.
5. C-47 aircraft No. 42-10937 - Corrosion damage repair at center bottom fuselage.
6. T-41 aircraft No. 70-02051 - Repair nose section on jig aircraft.
7. O-1A aircraft No. 51-12701 - Modification of radio configuration from O-1A to O-1D.
8. The manufacture and modification of rocket POD bracket on five (5) each O-1D aircraft.
9. Manufacture of five(5) each fire extinguisher bracket for C-123K aircraft.
10. Modification of O-1D rocket pod.
11. Manufacture of eight(8) each jet engine cover for C-123K aircraft.

12. Manufacture of five(5) each bolt for R-1820 engine at EBU Shop.

The repair of C-123K No. 55-4559 ramp door was delayed due lack of portable air compressor availability, this is a major problem for flight line sheetmetal. A 30 minute job usually takes 4 to 5 hours to complete because it takes entirely too long to gather the equipment to complete a simple job.

Engine Build-up Section

As reflected in previous monthly reports the workload and engine requirements imposed on the EBU Shop have increased sharply during October. The available EBU personnel have been unable to keep pace with this increase, and are at present operating approximately two months behind schedule in engine build-ups. Lack of personnel and motivation being the prime factors causing this unnecessary backlog. It should be apparent now that this shop (as is true with any maintenance shop) cannot continue to produce components in a timely manner with only one quarter of the assigned shop personnel. Especially taking into consideration the lack of interest displayed by the majority of personnel that are present.

T-28 engine premature failures increased sharply this month, and remain at present the prime concern. All efforts to provide engines for these aircraft are being made, however, the present supply of R1820 engines are only able to meet the immediate requirement and hopefully more engines will arrive shortly, otherwise the T-28 Squadron could find themselves in big trouble.

The C-47 engine status is sufficient for the predicted requirements of the next four to six months. However, the manpower to build-up these required components is not available and has taken a back seat to the T-28 program at present.

Every effort will be made in the coming months to work ourselves out of this hole, and provide these necessary components in a timely manner.

Maintenance Control Section

The month of October has resulted in a slight increase in work load requirements for the KAF Maintenance Control Section.

In response from the SCR/PNH Memo SCR/PNH73131 dated 15 September 1973, to G.T.A. Lt. Col. Lam Samouth, an aircraft maintenance scheduling program has been initiated on C-47/AC-47 and UH-1H aircraft by the KAF Maintenance Control Section.

A weekly heavy maintenance schedule is being prepared and distributed to all concerned hopefully, this will relieve the problem of having more aircraft than the KAF Maintenance can handle at one time. With the close coordination of Flight Operations and Maintenance Control, the heavy maintenance scheduling program for the C47/AC-47 has been moving very smoothly with no major problems encountered during the month. Scheduled maintenance are being met and aircraft are being released on time. We anticipate problems, however, on the UH-1H Gunship and Training Helicopters due to the irregularity of their flight. Suggest that the Flight Operations would give us their flight requirements every week. Next in line for the aircraft scheduling program will be the T-28 and O-1B aircraft Squadrons.

Significantly the present leadership of Maintenance Control has given all possible support to the heavy maintenance scheduling program. An additional five(5) personnel have been added to the Maintenance Control, two will be assigned to the Aircraft

The following is a breakdown of heavy services completed in October 1973:

<u>Type of Aircraft</u>	<u>Total Number PE/Phase Completed</u>
T-28B	1
T-28C	15
C-47	7
AC-47	7
UH-1H Gunship	1
UH-1H	8
UH-24A	6
U-1A	1
C-123K	1 (C/W by Thai-Am)
O-1A	1
O-1D	7

Problems:

1. With the KAF's expansion over the past several months, the problem of communication is becoming more serious, information cannot be decimated quickly enough to keep abreast of the requirements. Plans to rectify this are now being explored.
2. PCF aircraft are not being test flown on time. U-1A aircraft No. 58-1709 and O-1A No. 51-12380 were released for PCF on 19 and 27 October respectively, but were not test flown as of this date. O-1A No. 51-12701 was released for PCF on 13 October and test flown on 27 October 1973. Numerous ground time being wasted and affects the Availability Rate of the aircraft, drastic action is required to solve this problem immediately.
3. Delay in refuelling of aircraft - It takes hours or days to refuel an aircraft. This is being attributed on only three 115/145 AVGAS refueller in commission most of the time.

POL Section

During the reporting period, three 115/145 AVGAS refuelling trucks have been dead-lined for parts. The remaining three(3) 115/145 AVGAS refuellers are not adequate to cover the present number of aircraft assigned to KAF at Pechentong Air Force Base. Plans are now in effect to release at least one truck from deadline.

POL Section has been receiving numerous complains from Maintenance Control regarding the delays of servicing aircraft.

Required parts previously requisitioned have not arrived as of this date.

To relieve this problem, would recommend that the required parts be locally purchased or additional two(2) 115/145 AVGAS refuellers be added to the POL Section. At present the KAF POL Section have six(6) 115/145 AVGAS refuellers for approximately 150 aircraft and four(4) JP refuellers for approximately 60 aircraft.

The four(4) JP4 refuellers are generally in good shape and no major problems were encountered during the month.

----- (11) collapsible tanks without attaching parts; tie-down kit, yoke for towing and lifting, repair kit, hose assembly, pressure control and pump. These parts are suppose to be with the tank, an 1150 has been filled and submitted to supply for these parts.

A CONEX has been provide to POL Section to be used as an office and storage of high usage parts at the Flight Line area. With the help of two(2) personnel from Engineering Section, a line shack is being built and expected to be completed in the coming month.

Major problem in the POL Section remains the same as to my previous reports, inadequate number of mechanics and spare parts, and operational equipment, more Technical qualified mechanics are a must if this section isto become able to service the aircraft in a reasonable amount of time with minimum delays.

Technical Training Section

Section I

Training activities for the month were at a minimum due to lack of students. Only AF Technical Order System and the English classes were conducted instead of the six-course schedule as planned. The maintenance activities could not supply enough students due to the detail of mechanics for out-country training. Even the English classes which formerly had a good number of students are likewise affected and only a few are now attending.

The Master Training Schedule for 1974 was completed 3 October and was submitted to KAF and MEDTC. It had been approved and will be implemented 8 January 1974 depending on the availability of students.

The preparation of the Master Test File is in progress. Another set of 30 questions have been made and edited but typing them on question cards had been temporarily suspended due to lack of typewriter.

Two instructors [REDACTED] departed for out-country training 8 October. They were not sent to the C-123K project as expected but to the T-28 project at Udorn, Thailand. However, regardless of what type of aircraft they study, the knowledge they acquire will be an asset to their capability as instructors in the near future. [REDACTED] arrived from Thailand 24 October to resume his duties.

Section II Training accomplished

<u>No of Students</u>	<u>Subject</u>	<u>Trng Hours</u>	<u>Type of Trng</u>
11	English, class I	296	Classroom/OJT
11	English, class II	276	Classroom/OJT
* 9	AF T.O. System	245	Classroom
* Completed 17 October 1973			

Section III Problems

The primary problem is lack of badly needed training equipment. Particular emphasis is stressed on a typewriter and ditto machine. Lack of these equipment had caused a considerable delay in the preparation of reports, training records, student's examinations, attendance rosters, and other training projects.

Section IV Plans

- To continue the preparation of the Master Test File.
- To start new courses depending upon the availability of students.
- To coordinate with the Officer-in-charge, C-123K project, regarding the utilization of mechanic-interpreters as instructors for the C-123K course scheduled for 1974.

Electrical and Instrument Section

The electrical portion of this section remained very busy during the month. Majority of all electrical trouble shooting must be constantly and closely supervised by the IMAT personnel, if this is not done extended down times on aircraft results. Of course it must be understood that when the IMAT assistant is on the Flight Line (which is the majority of the time) the electrical and instrument shop is neglected. With the introduction of additional C-123K aircraft during the month the Flight Line electrical problems have increased tremendously thus putting a bigger burden on the Specialist. It is felt that if adequate supervision is required in both the shop and the Flight Line an additional Specialist will be required. If an additional Specialist cannot be provided request the establishing of the priority as to where the Specialist is to be positioned.

The majority of all electricians assigned to the Flight Line are not able to do proper trouble shooting because they do not know how to read a wiring diagram or a schematic. Further more they do not know the meaning or understand the functions electrical symbols. It is suggested that perhaps a course should be set up to teach at least the basic requirements that are necessary for proper trouble shooting.

The renovation of the NICAD and lead acid battery rooms are underway. The NICAD room is nearly completed except for some touch up work. Both rooms should be equipped with some sort of ventilation system in order to eliminate electrolyte vapors which are dangerous to personnel.

Training

<u>No of Students</u>	<u>Subject</u>	<u>Trng Hours</u>	<u>Type of Trng</u>
4	T-23 Landing Gear System trouble shooting.	5	OJT
5	C-123K fire warning system trouble shooting.	4	OJT
5	C-123K anti-skid system trouble shooting.	6	OJT
3	T-28 nose wheel steering trouble shooting.	5	OJT

Airborne Radio Shop

1. Renovation of the Airborne Radio Shop has started. Power distribution to work benches and lighting is in progress. Locally purchase electrical outlets and cut-outs will replace worn-out old ones. The rotten windows, frames and doors will be repaired after completion of electrical set-up.
2. Six(6) tool boxes were drawn from supply and distributed to C-47 and T-28 Radio mechanics. Total of seven(7) tool boxes have now been issued to those 16 radio line service personnel of both sections.
3. Conversion of O-1A No. 51-11984 radio comm/nav. configuration to O-1D was completed early this month.
4. Shop Service record ending 30 October 1973; input - 282 - output - 286 NRTS/Hepal; support - 23 units and 5 sub-assy. modules.
AMF/Reparables on hand - 27.

Problem

Support maintenance for AU-24A communication equipment remains a problem. The shop is presently limited to bench test and routine maintenance only for this equipment. Technical training on subject system for a least two shops repair technician is highly recommended, before local capability can be established.

Armament Section

October was probably the busiest month that this section has ever experienced. T-28 sorties increased tremendously along with several other crash programs that were initiated and completed. Bomb loaders continue to give problems, lack of parts and qualified personnel continue to hamper the A.G.E. Section in keeping abreast of the maintenance in that section.

T-28D 51-3771 that was previously used for training was re-configured back into a fighter. The installation of the 50 Cal. guns and bomb racks was done in record time, however, electrical troubles with these assemblies prevented this aircraft from flying operational sorties for 3 days. As mentioned in previous monthly reports this section does not have any electricians that are familiar with the electrical portions of armament system. Recommend that electrical Technicians be assigned in this area, and trained on the maintenance and trouble shooting of the weapons systems. This will be taken up with G.T.A. at the earliest to get the program underway.

The following of safety procedures continue to plague the Technical Assistants. We have requested the assistance of the KAF safety Officer who recently returned from COMUS but to late he is still assigned to Headquarters. It has been recommended to MEDTC that the safety Officers spend at least part of his time at the Air Base to assist in initiating safe working practices and procedures.

Supply Section

Although progress is continuing in all areas of Supply with emphasis on stock relocation programs the work pace has decreased considerably in the past few weeks. Morale seems to be the primary factor in general. Although the morale problem has long been recognized by KAF headquarters and is used frequently as reasons for things not getting accomplished on time or not at all, they seem to place little emphasis on improving conditions contributing to low morale.

Procedures have been provided for inventory of all tooling recommending an early start date and completion. A start date has not yet been established, but additional prodding will be made to get the inventory underway. With completion of the tool inventory hopefully the permanently established count team will continue without delay for inventory class by class of all other KAF supplied aircraft parts and materials.

Efforts are being made to clean up and empty warehouse one entirely for eventual turn over to maintenance for other purposes. Since this warehouse has French, Russian and Chinese tooling of considerable quantities along with parts for aircraft no longer in service, clean-up and convincing KAF to discard non-usable items is likely to delay efforts for longer than desirable.

Efforts to get underway construction of the outside Supply storage and staging area, now more than two months overdue, meets with continued excuses

from Civil Engineering such as no equipment, no fill dirt, no manpower, and no time. Completion of this area is essential to allow for bulk stock movement from overcrowded warehouses for additional dexion rack construction. Renewed efforts will be made at the beginning of the upcoming dry season.

AU-24A reparable parts which have been a continuing problem since start of this project will hopefully be improved with return of reparables to the original contractor at Udorn RTAFB. Primary problem seems to be non-standard parts not common to other aircraft for which repair components are short in Supply. The inability to requisition AN/ABC-114, 115 and 116 radios due to the requirement for programming action completed with lack of repair capabilities within SEA has depleted all serviceable assets and created shortages on aircraft. Instructions to ship all units to CONUS on a repair and return basis was reversed and spare units have now been requisitioned.

Failure of the POL CUC to order products on time and to follow-up on orders placed continues to create shortages of various POL products. With eventual completion of the Supply outside storage area it is hoped that all containerized stocks can be returned to Supply control with automatic replenishment taken as is normal for Supply controlled stocks.

RF requisition cancellations continue to be problems with approximately 200 received during the month. With initiation of follow-up code AT1 it is hoped automatic re-input of requirements will take place eliminating duplication of efforts and loss of time.

Base Supply CUC's continue to have a high interest in solving long existing problems. Spot checking and follow-ups on daily work routines and special work assignments, non-existent under previous leadership is now taking place which is perhaps the most singular important function that will have an over-all effect on future Supply effectiveness and efficiency.

Original Signed By
E.J. Griffis
E.J. Griffis

cc : ACO UTH via MEYDC
MEYDC Training Section
AVP BKK (2)
PRES: TPE
CA & CR UTH
File

